



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

2012 RTP/SCS Development Subregional Planning Session City of Los Angeles

March 3, 2011

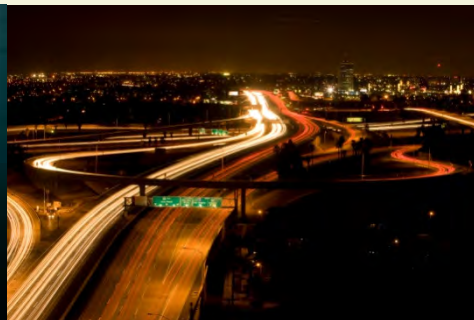
Southern California Association of Governments

Regional Transportation Plan

- Required by federal government to develop and update Regional Transportation Plan (RTP) every four years
- Must be long-range (~20 years)
- Must be financially constrained
- Must meet air quality conformity
- Transportation projects must be included to receive federal & state funds, & federal environmental clearance
- And...



Metrolink: Image courtesy of Metro © 2010
LACMTA



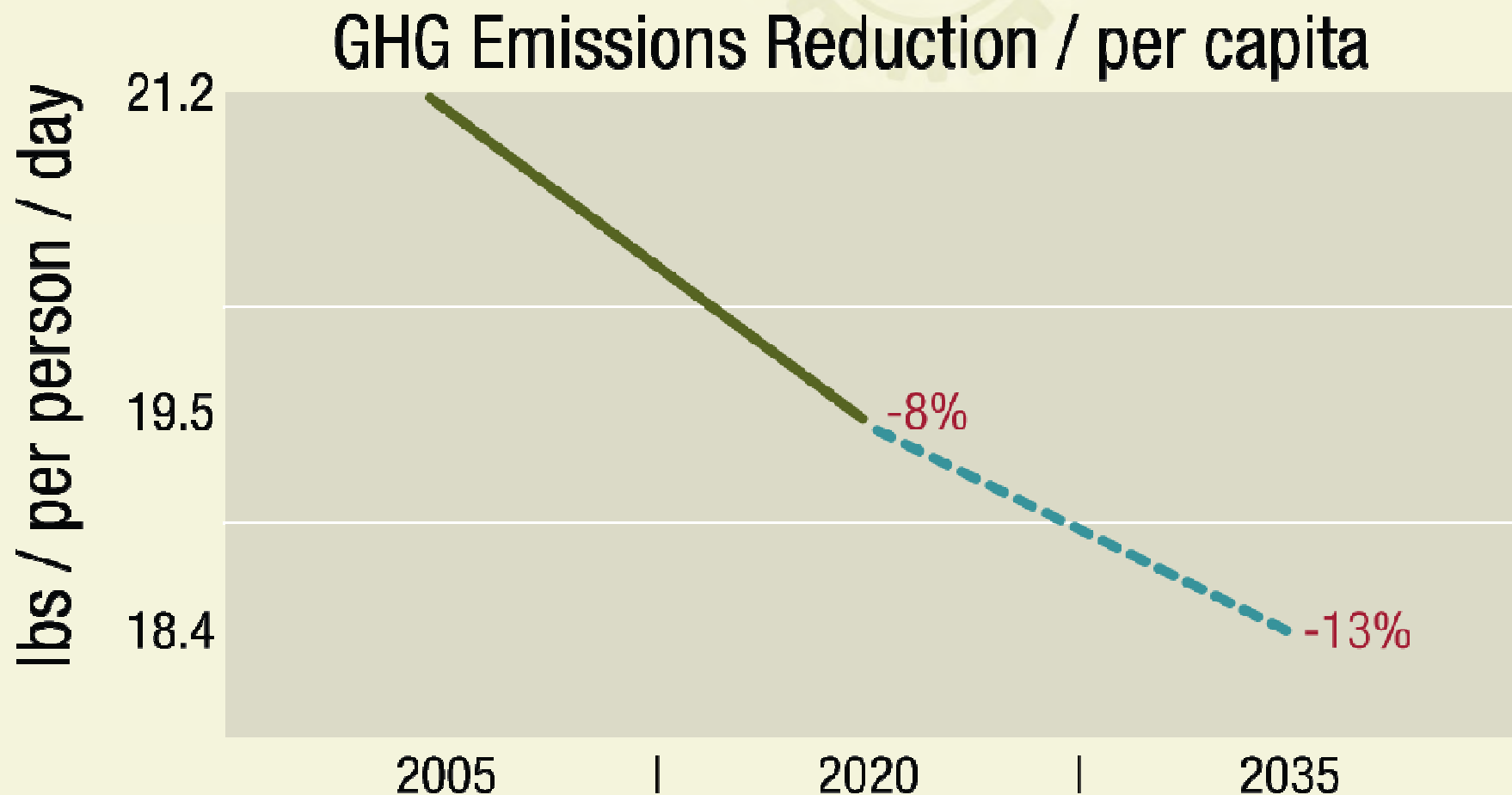
Port: Image courtesy of Port of Long Beach



Metro Gold Line: Image courtesy of Metro
© 2010 LACMTA

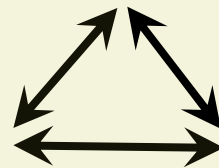
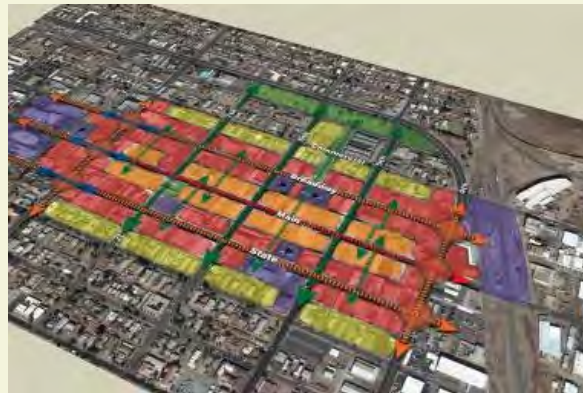
AB 32 / SB 375 → Sustainable Communities Strategy (SCS)

- RTP must now incorporate a SCS that will meet the regional Greenhouse Gas emission target.



Sustainable Communities Strategy (SCS) Development

- The SCS includes eight required elements aiming to better integrate regional and local land use & housing strategies with transportation investments and transportation policies to achieve the state's Greenhouse Gas Emissions (GHG) reduction targets.



Sustainable Communities Strategy (SCS) Development

Work Collaboratively



Provide Assistance

SCS Development – Bottom Up

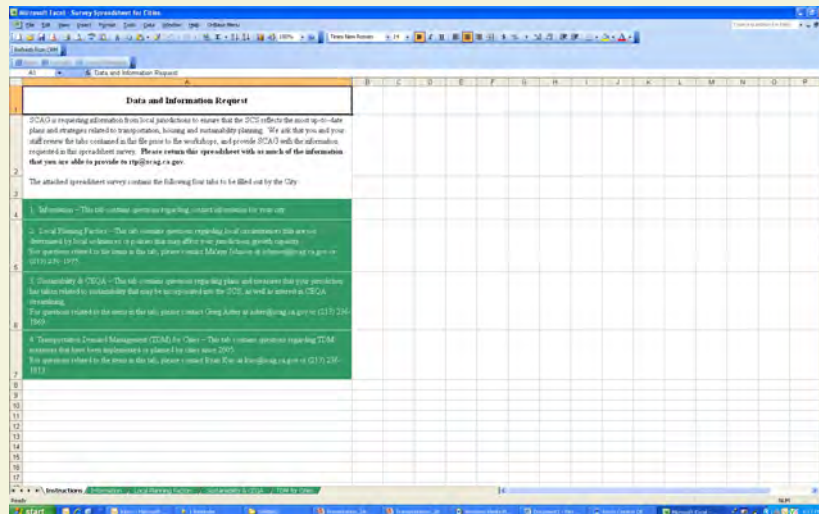
Surveys/Data Collection

- Starting in January 2009, SCAG collected data from local jurisdictions, including existing land use, General Plan land use, zoning, TAZ, etc. This data collection is on-going.
- E-mailed surveys on December 23, 2010 to City Managers, Planning Directors and Subregional Coordinators to assess current and planned local activities that may lead to reduced GHG emissions to incorporate into our SCS.
- Mailed Local Sustainability Planning Tool (LSPT) packet on January 24, 2011.

SCS Development – Bottom Up Surveys/Data Collection

Today

- Providing overview of surveys/information/data that SCAG requested in the mail outs
- Asking local jurisdictions to review and revise, if needed, preliminary scenarios for SCS planning horizon years
 - Scenarios based on existing land use and General Plan data sets collected by SCAG from local jurisdictions



Here. Now.

Subregional Planning Session Agenda

- Transportation Strategies
- Land Use and Housing
- Sustainability and CEQA Streamlining
- Next Steps
- Q&A
- Breakout Sessions



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Transportation Strategies

Alan Thompson
Senior Regional Planner

The Transportation Element

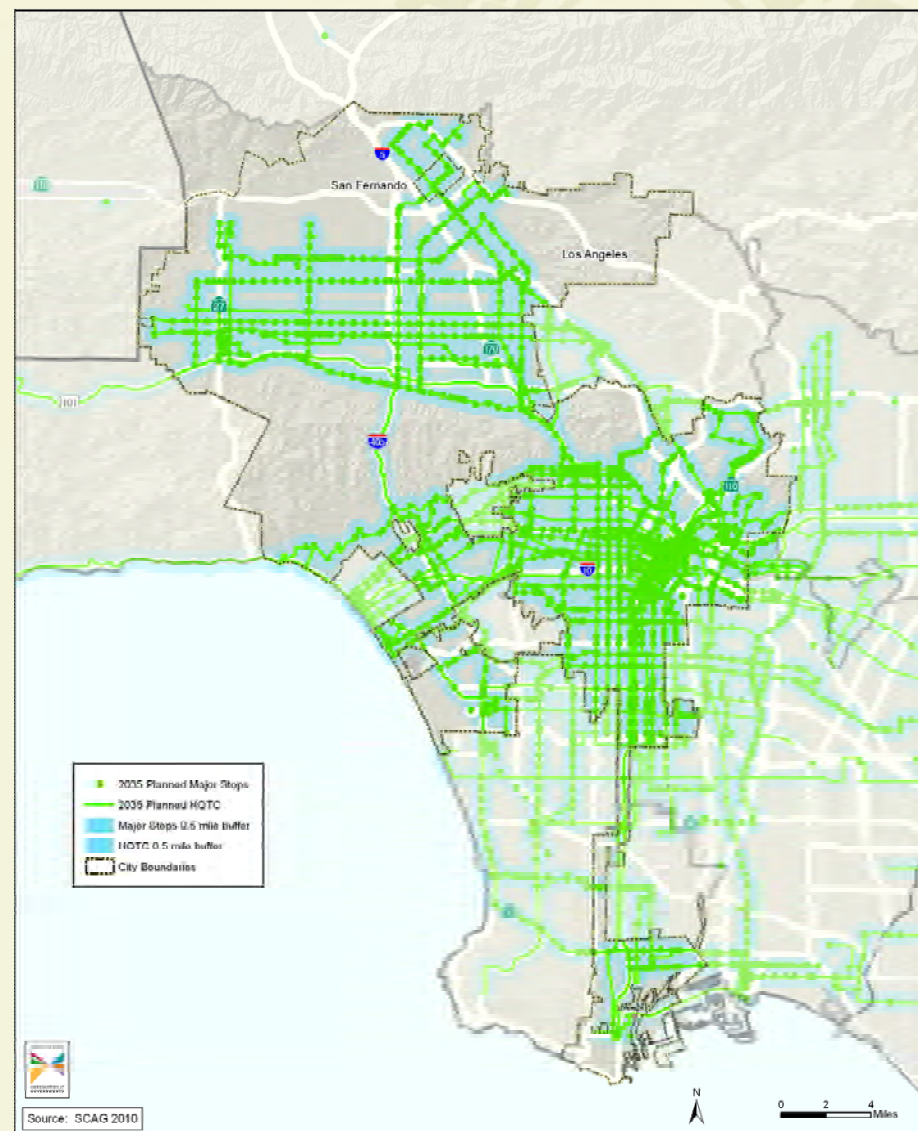
Developing the RTP/SCS Transportation Element

- The RTP must include a list of transportation projects to be implemented in the region to receive federal and state funds, and federal environmental clearance.
- Major capital investments are committed by the Los Angeles County Transportation Commission.

[illegible]

Major Transit Investments and the SCS

High Quality Transit Corridors and Major Transit Stops



Local Transportation Strategies

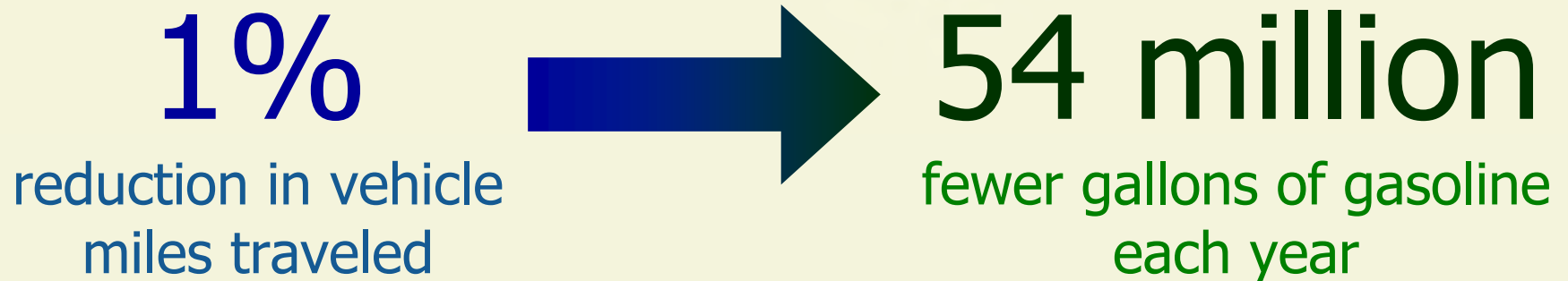
The Missing Link

Let's Get Local

- Local transportation investments have traditionally been captured in the RTP Project List as “lump-sum line items” with no detailed sub-list.
- Meanwhile, cities have implemented or planned local transportation strategies that improve mobility and reduce GHG emissions.

TDM Strategies

Local TDM Strategies can yield regional benefits

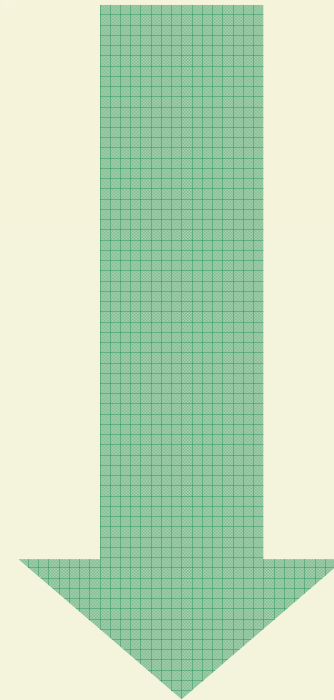


- We need to demonstrate GHG reduction benefits from current and planned TDM strategies → New TDM Tool
- We need your help in identifying TDM strategies that were in place in 2005 or planned for the future!

TDM Strategies

- TDM programs (employer and non-employer-based)
- Walking and bicycling
- Parking management
- Public transit improvements
- Carpooling/ridesharing
- Major capital investments

NON-CAPITAL



CAPITAL-INTENSIVE

TDM Strategies

Employer-Based TDM Programs

- Transportation coordinators
- On-site services
- Guaranteed ride home program
- Parking management
- Carpool/vanpool/transit/bicycling incentives
- Telecommuting
- Compressed work schedule



TDM Strategies

Non-Employer-Based TDM Programs

- School-based programs
- Community-based programs
- Development-based Programs
- Special event programs



TDM Strategies

Walking and Bicycling

- New bike lanes, paths, routes and cycletracks
- Bicycle parking
- Bicycle share programs
- Bikes on Transit programs
- Folding bicycles
- Sidewalks/ADA compliance
- Enhancing the pedestrian environment



Bicycle Commuters in Portland Oregon represent 6.4% of all commuters (compared to less 0.67% for SCAG region).

TDM Strategies

Parking Management

- Congestion boundaries
- Parking cash-out program
- Preferential parking for carpools
- Separating parking from condominiums/apartments
- Reduced parking requirements
- Parking prices/fees
- Smart meters



TDM Strategies

Public Transit Improvements

- Expanded or new service
- More frequent service
- Real-time information
- Mobility hubs
 - EV car sharing
 - Bike sharing
 - Bike stations



TDM Strategies

Carpooling/Ridesharing

- Park-and-Ride facilities
- Carpool/vanpool incentives
- Two-way taxi rides



Image courtesy of Metro © 2010 LACMTA

TDM Strategies

Major Capital Investments

- HOV/HOT lanes
- Major transit investments
 - Rail
 - Multi-agency transit pass
- Intelligent transportation
 - IT Cloud
 - Signal synchronization
 - Changeable message signs
 - Traffic management centers
 - 5-1-1 System





SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Land Use and Housing

Mark Butala
Manager of Comprehensive Planning

Land Use and Housing

RTP/SCS Goals



- Identify a forecasted development pattern integrated with transportation investment and strategies that will meet the State's GHG emissions reduction targets.
- Produce a RTP that complies with all federal requirements.

Land Use and Housing

Local Input

1. Local planning factors

Requesting input from local jurisdictions on housing, suitable land for urban development, etc.

2. Scenario planning with Local Sustainability Planning Tool

Requesting local jurisdiction input/review/revision on land use for SCS planning horizon years utilizing the LSPT.

Local Planning Factors

Local Factors, Local Input

- Similar to AB 2158 Factors that are used for the Regional Housing Needs Assessment (RHNA) process
- Local Planning Factors or AB 2158?
- Ensure integration into growth forecast used for SCS/RTP development
- AB 2158 factor survey
 - send out in mid-April 2011
 - Confirm input
 - Due May 2011

Input Regarding Local Planning Factors

City: _____ Subregion: _____
Contact Person: _____ Phone Number/Email: _____

Factor	Input
1. Existing and projected job housing balance	
2. Lack of capacity for sewer or water service due to federal and state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.	
3. The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities.	
4. Lands preserved or protected from urban development under existing federal and state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.	
5. County policies to preserve agricultural land within an unincorporated area.	
6. The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.	

1/1/01

7. The loss of low-income housing units in assisted housing developments due to contract expirations or termination of use restrictions.	
8. The market demand for housing.	
9. Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.	
10. High housing costs burdens.	
11. Housing needs of farm workers.	
12. Housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.	
13. Other factors beyond those found in Government Code 65584.04 (d). Suggestions are welcome.	

Local Planning Factors

1. Existing and projected job housing balance
2. Lack of capacity for sewer or water service
3. Availability of land suitable for urban development or for conversion to residential use
4. Lands preserved or protected under existing federal and state programs
5. County policies to preserve farmland within an unincorporated area
6. Opportunities to maximize existing transit infrastructure



Local Planning Factors



7. Loss of low-income units in assisted housing developments
8. Market demand for housing
9. Agreements between county and cities to direct growth toward incorporated areas of the county
10. High housing cost burdens
11. Housing needs of farm workers
12. Student housing needs
13. Other factors

Land Use and Housing

Local Sustainability Planning Tool (LSPT)

What is Local Sustainability Planning Tool (LSPT)?

- A GIS-based sketch planning tool that local jurisdictions can use to analyze the impact of different land use scenarios on vehicle ownership, vehicle miles traveled (VMT), mode use, and their associated effects on GHG emissions.
- Requirements driven by SB 375 to assist in the development of SCS through a bottom-up process.

LSPT

Characteristics

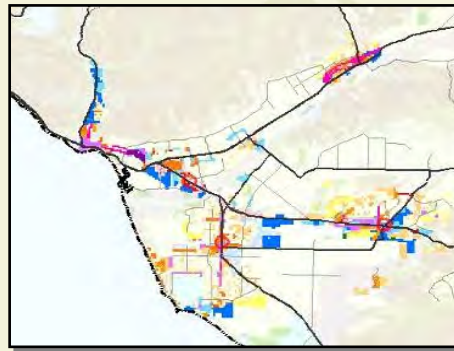
What can the LSPT do?

- ArcGIS based scenario development and visualization
- “Instant feedback” on results of scenarios
- Sensitive to key land use strategies
- Geographically scalable
- Easy to customize
- Understandable to non-technical audiences

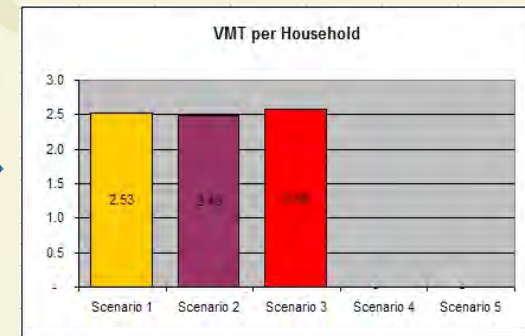
3 Step Process



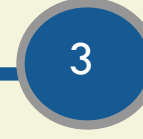
Development Types



Scenario Development



Evaluation



Select a Development Type

24 default types

Variety of buildings, streets,
and amenities create a “Place”



→ “Development Type”

Generic place types for the region that group and categorize land uses for 196 local jurisdictions that have distinct land use designations.

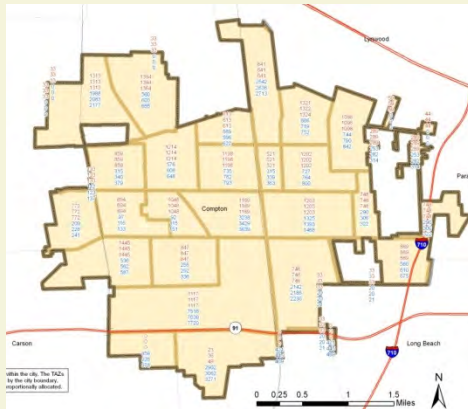
Each development type has a specific land area, housing and employment mix, density (housing and employment) and land mix.

Spatial Unit for Scenario Planning

Utilization of 5.5 acres Grid Cell

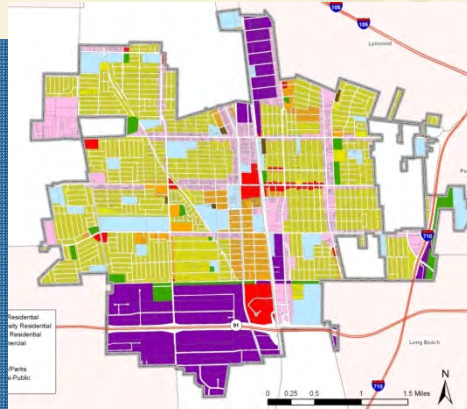
Preparation of growth forecast at the Grid cell level:

SCAG Growth Forecast



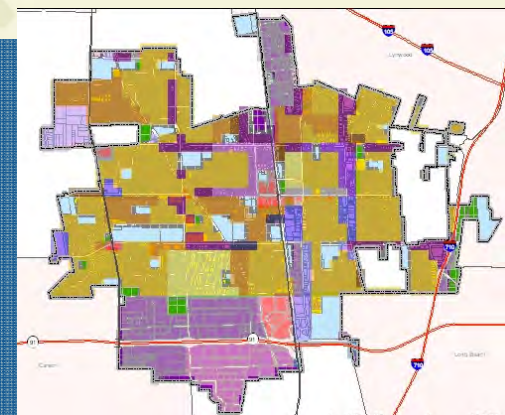
Household and Employment estimates and forecasts approved by local jurisdictions

Local Land Use Data



2008 Existing and General Plan land use datasets updated with local input

Grid Cell Data



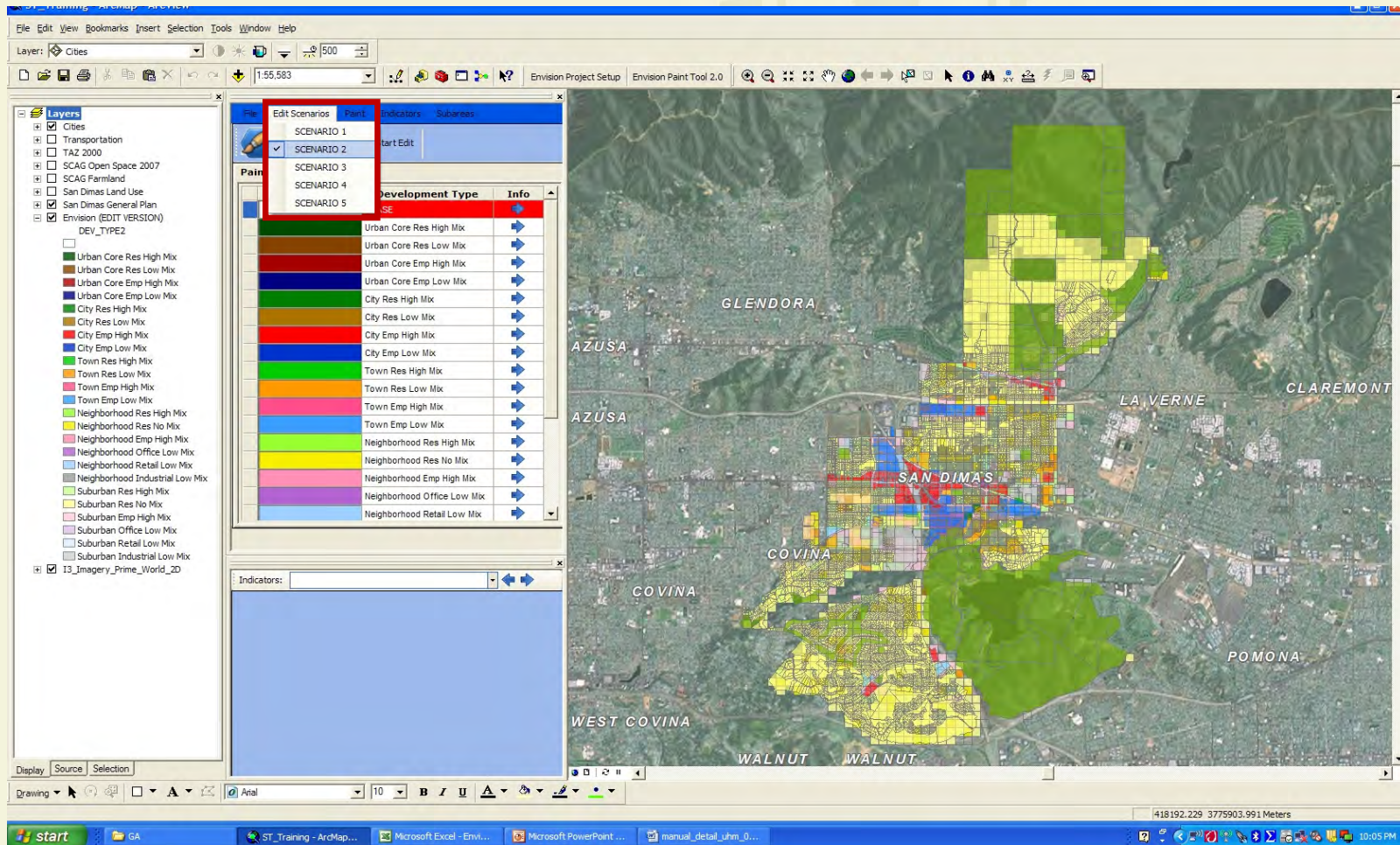
Household and Employment estimates and forecasts represented as Development Types

- Manageable size for capturing local land use benefits on transportation while maintaining instant feedback capability

Scenario Review/Revision process

1. Select a Scenario to view/edit

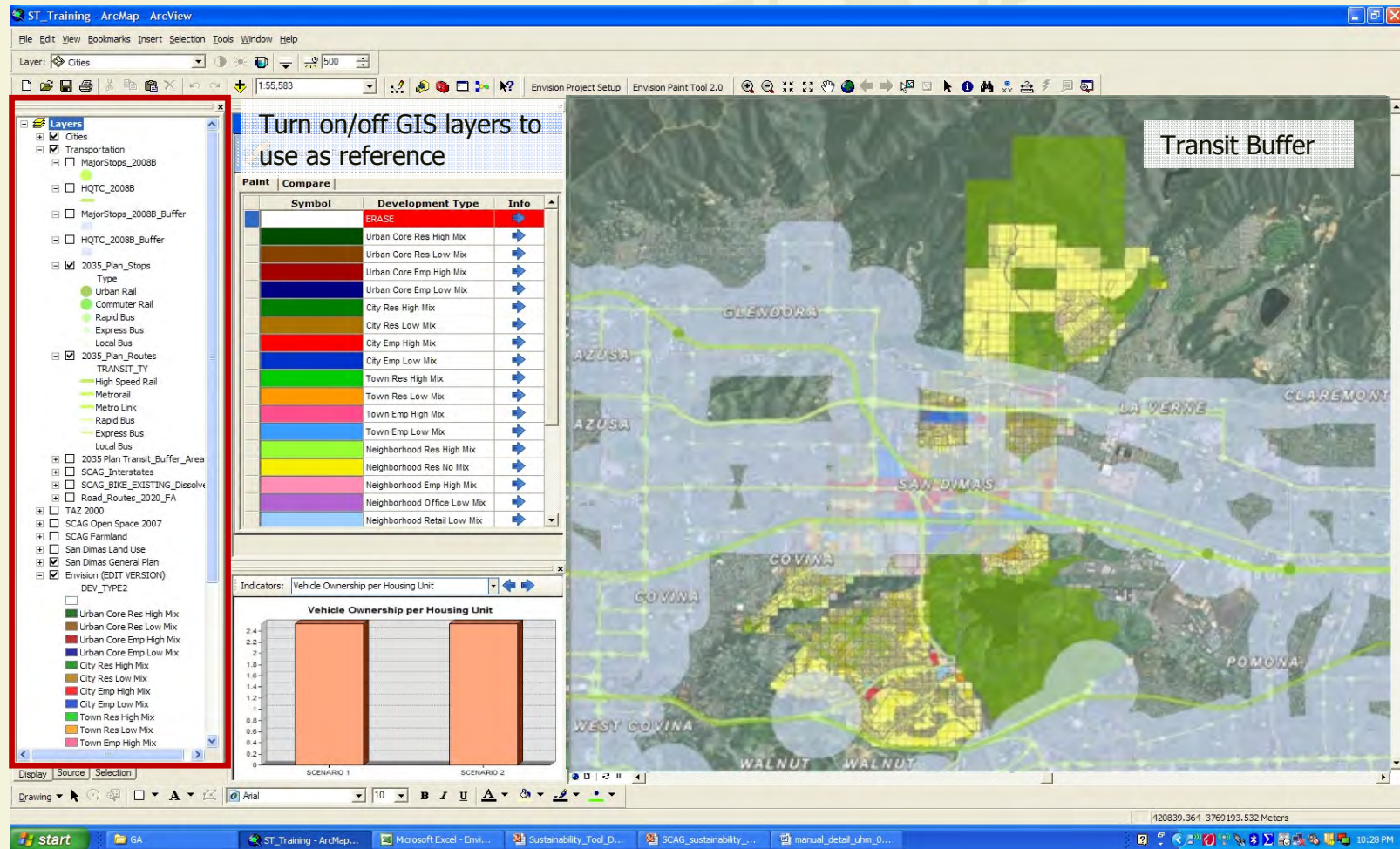
Users can work on up to 5 scenarios at a time



Scenario Review/Revision process

2. Use reference layers

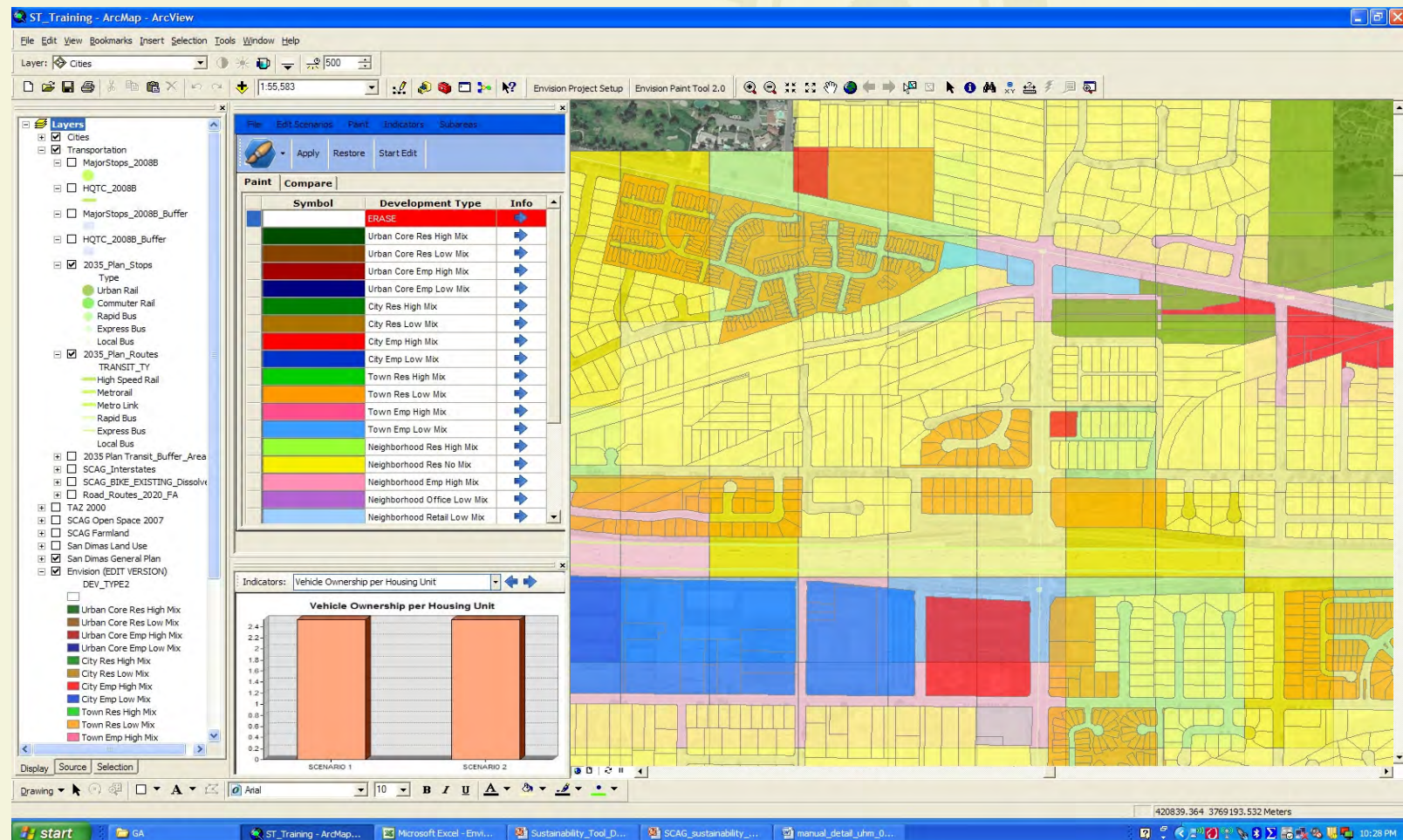
Users can turn on/off additional GIS layers to use as reference



Scenario Review/Revision process

3. Zoom into an area

Zoom into an area of interest to examine in detail



Scenario Review/Revision process

4. Examine parcel level information

Click on a parcel to get detailed information

The screenshot shows the ArcMap interface with the 'Identify' window open. The map displays various land use zones in different colors. The Identify window lists attributes for the selected parcel, including location, object ID, area, and development type. A red arrow points to the selected parcel on the map.

Identify from: San_Dimas_GP_ZN_LU

Location: 425,504.285 3,776,082.643 Meters

Field	Value
OBJECTID	8752
Shape	Polygon
ACRES	0.95002
APN	8661012014
OBJECTID_2	2144416
SCAGYID	47275642560508
COUNTY	37
CITY_NAME	San Dimas
LU01	1211
LU05	1211
LU08	1240
SLOPE	3
LOTSQFT	41382.95217
IMPSQFT	18000
TOTVALUE07	537868
YEARBUILT	1991
ZONE_CODE	PS
CITY_GP_CO	O/P
SCAG_GP_CO	1210
DENSITY	0
LOW	0
HIGH	0
YEAR_ADAPT	
GP_NOTE	
SCAG_GP_TX	General Office
SCAG_LU_TX	Facilities
Shape_Length	312.252903
Shape_Area	3844.60333

Identified 1 feature

Travel Mode Split

SCENARIO 1: Auto (Alone) 100%, Auto (Passenger) 0%, Transit 0%, Non-Motor 0%

SCENARIO 2: Auto (Alone) 100%, Auto (Passenger) 0%, Transit 0%, Non-Motor 0%

Scenario Review/Revision process

5. Examine Development Type characteristics and select

Enable Development Type Characteristics Viewer to examine and select a Development Type to apply

The screenshot displays the ArcMap interface with the 'Development Type Characteristics Viewer' open. The viewer shows the 'City Emp High Mix' development type selected. A callout box points to the 'City Emp High Mix' entry in the 'Development Type' list, with the text 'Browse to different Development Types'.

DEVELOPMENT TYPE CHARACTERISTICS VIEWER

Sample Images: Development Types

City Emp High Mix [SAVE] [SELECT]

Density	
Housing:	13.3 Units/Acre
Employment:	316.3 Jobs/Acre

Employment Mix	
Retail:	11.8 %
Office:	88.2 %
Industrial:	0 %

Housing Mix	
Multifamily:	93.4 %
Townhome:	0 %
Single Family:	6.6 %
Mobile Home:	0 %

Land Area	
Building Site:	67 %
Streets:	25 %
Civic:	4 %
Parks:	4 %

Indicators: Travel Mode Split

Travel Mode Split

SCENARIO 1 SCENARIO 2

Auto (Alone) Auto (Passenger) Transit Non-Motor

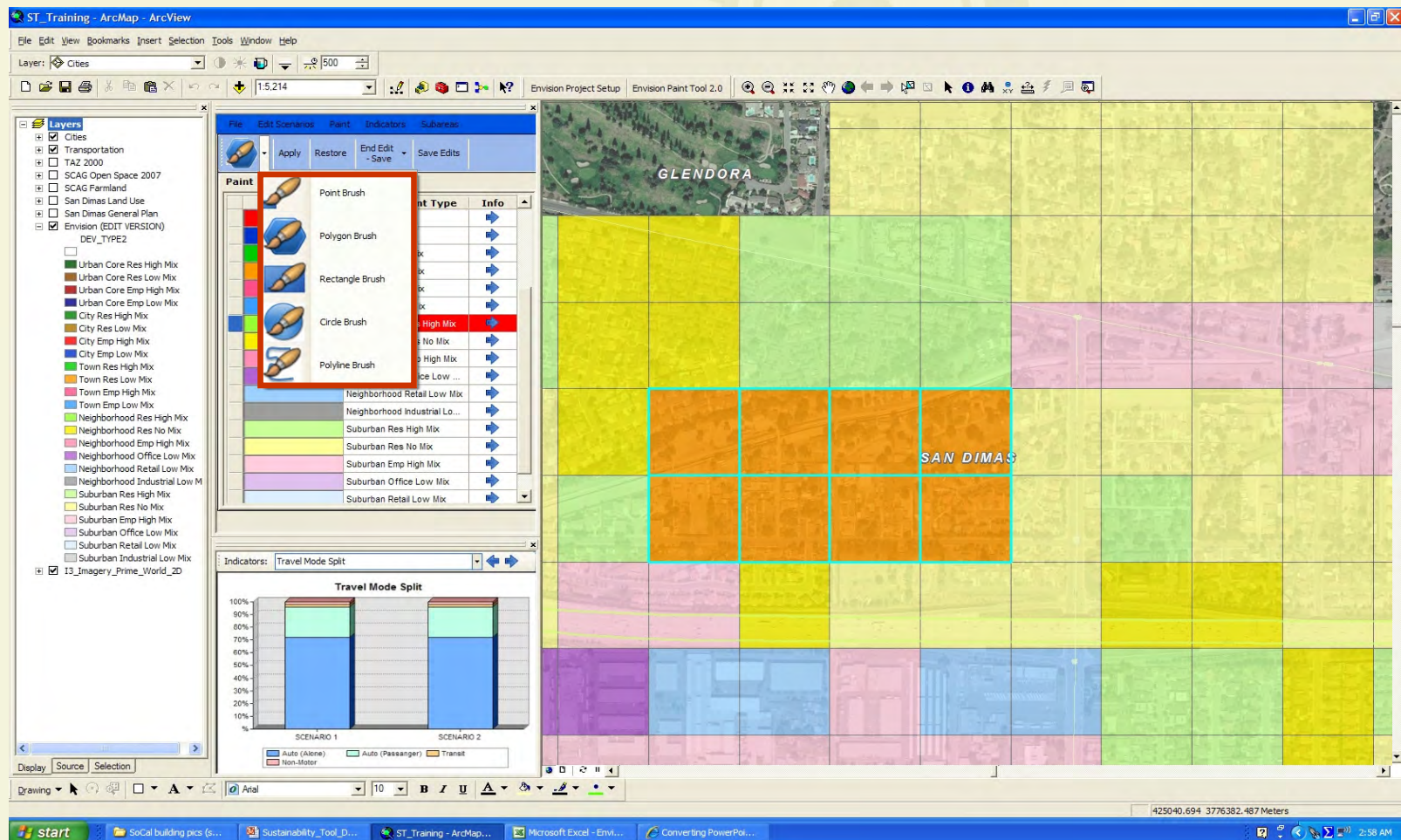
424931.702 3775825.11 Meters

2:46 AM

Scenario Review/Revision process

6. Select a paint brush and an area to paint

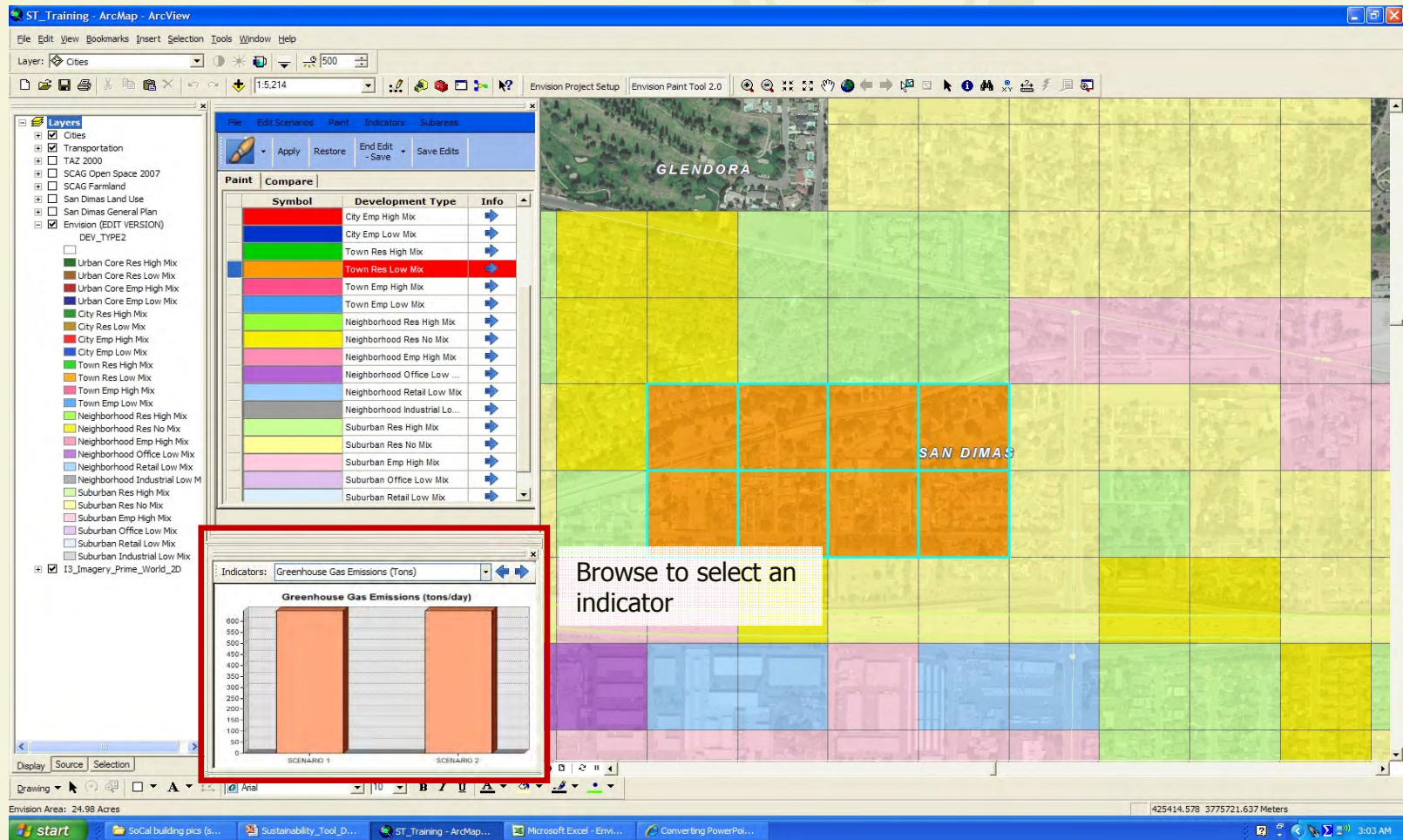
Each brush offers different capabilities to select areas



Scenario Review/Revision process

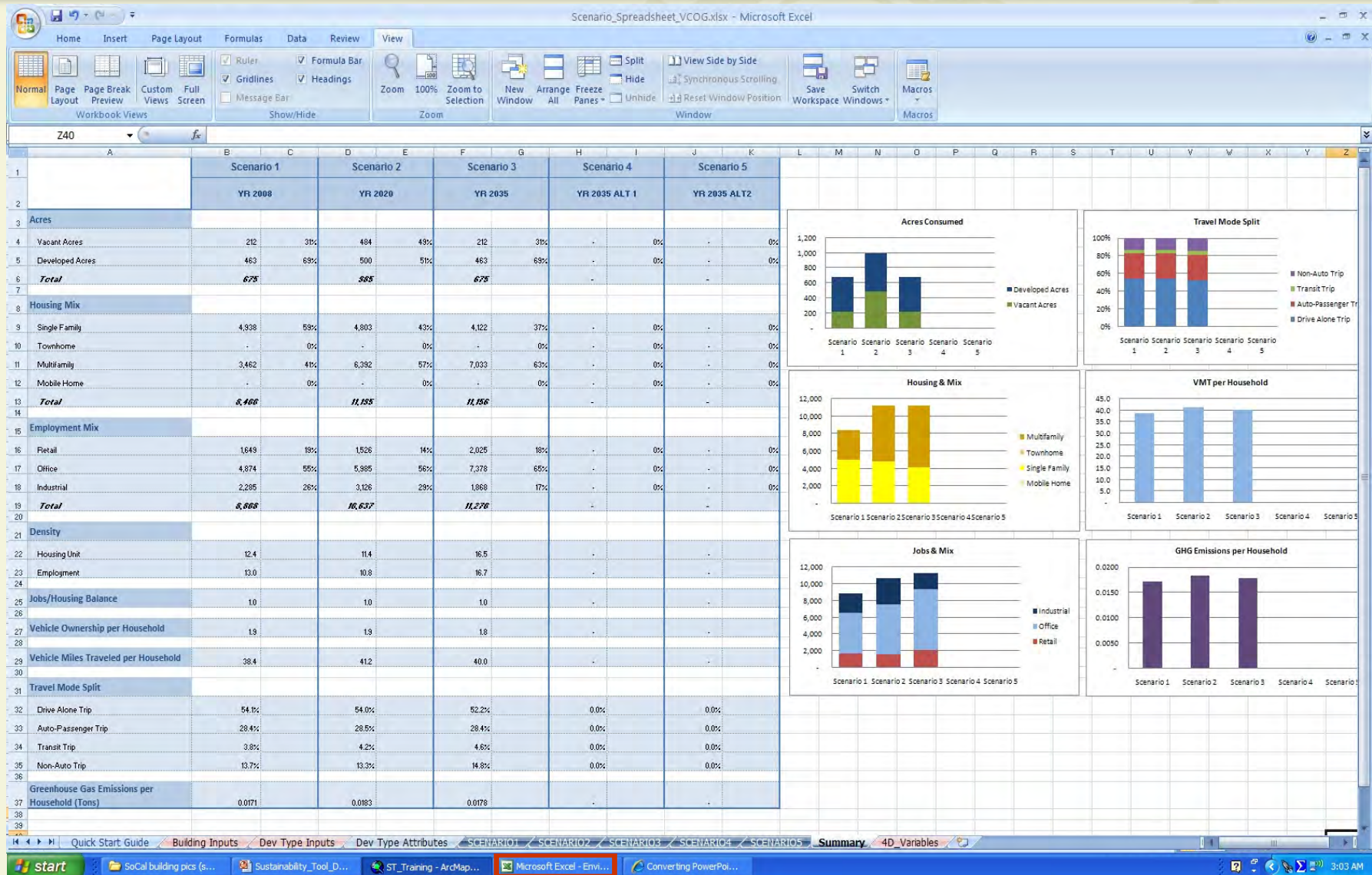
7. Monitor progress

Available indicators include: Housing & Job Mix, Job Housing Balance, Vehicle Ownership, VMT, Travel Mode, and GHG



Scenario Review/Revise process

8. Evaluate scenarios in Excel spreadsheet



Past Efforts and Moving Forward

- Offered training sessions throughout the SCAG subregions
 - SCAG LA Office (9 participated)
- Tool made available to all local jurisdictions in Jan. 2011
 - If you do not have ArcGIS 9.3x, you can access the tool on SCAG server remotely from your workstation
- On-site help available after the planning session
- Additional tool training forthcoming
- Possible one-on-one meeting at your request



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Environmental Planning

Jacob Lieb
Manager of Environmental and
Assessment Services

Environmental Planning

Survey Topics

What we need from you

- Identify your jurisdiction's sustainability planning efforts
 - Greenhouse gas inventories
 - Climate Action Plans
 - Resource Plans and Policies (energy, water, solid waste)
- Your interest level in CEQA Streamlining under SB 375



CEQA Streamlining

SB 375

Overview

- Types of SB 375 CEQA streamlining
- Does a project qualify?
- Determining consistency
- Your City's role
- SCAG's role

CEQA Streamlining Opportunities

Full CEQA Exemption

- For a special class of TPP declared a Sustainable Communities Project (SCP)

Sustainable Communities Environmental Assessment

- For Transit Priority Projects (TPP) only

Streamlined EIR/Reduced CEQA Analysis

- For TPPs and residential/mixed use projects

Traffic Mitigation Measures

- For TPPs only

CEQA Streamlining

How does a project qualify

1. Consistent with an approved SCS or APS

2. Be one of the following:

- Transit Priority Project

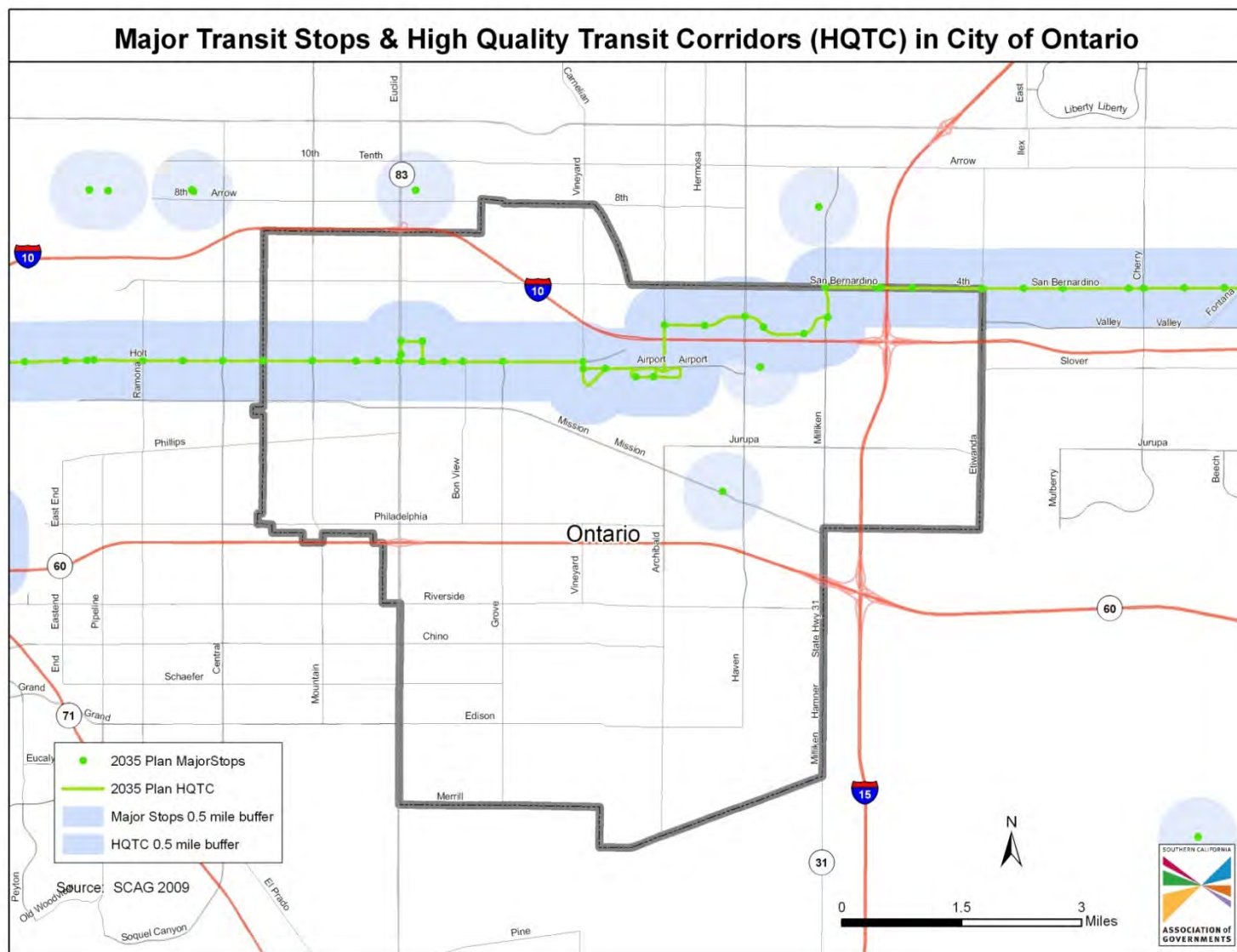
- At least 50% residential use (≥ 0.75 FAR if 26-50% non-residential use)
- Minimum 20 dwelling units/acre
- Within $\frac{1}{2}$ mile of a major transit stop or high-quality transit corridor

OR

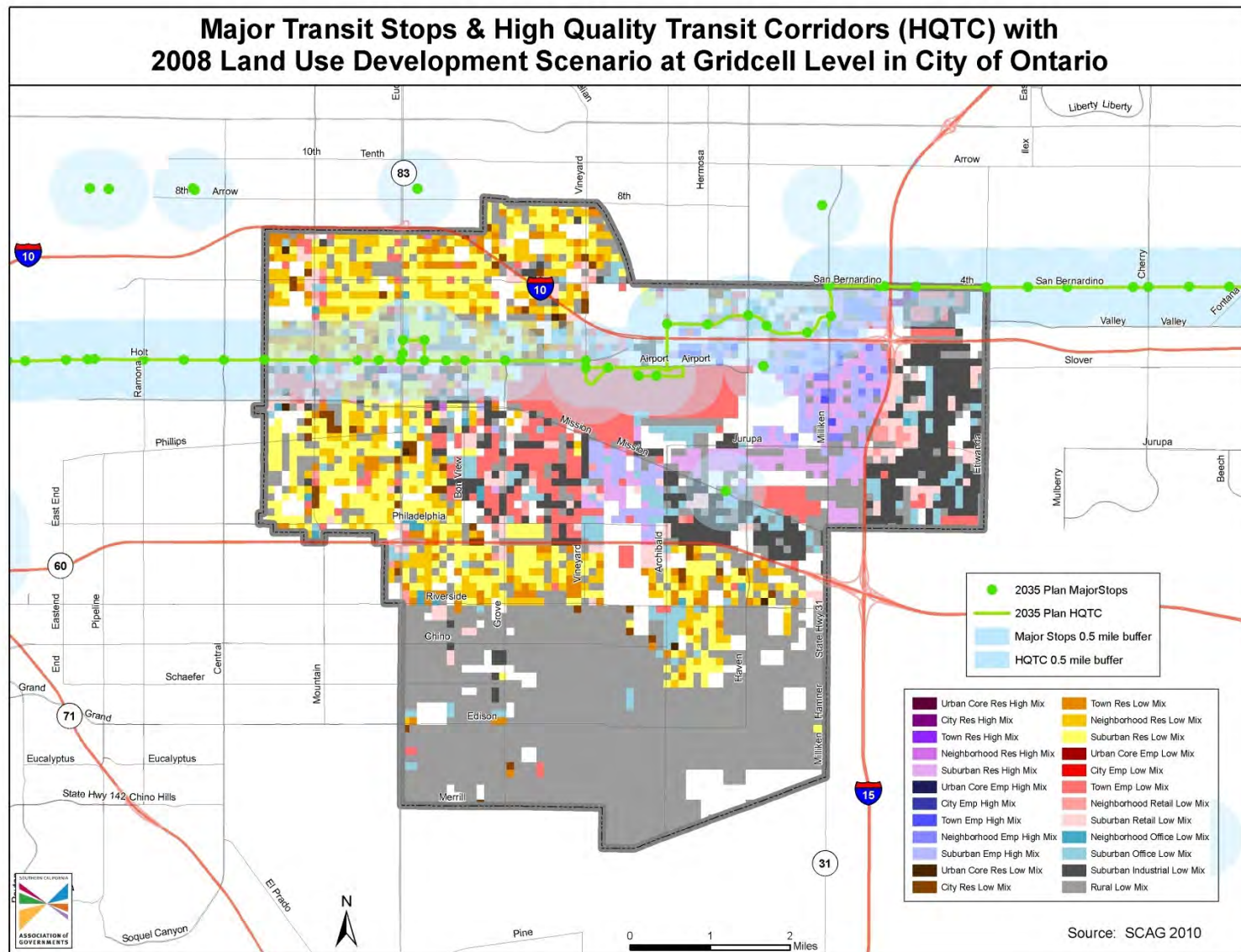
- Residential or Mixed Use Residential Project

- $\geq 75\%$ of total building square footage is residential use

Example of TPP Area City of Ontario



Determining Consistency



CEQA Streamlining

Your City's Role

City Role

- Identify potential projects within your jurisdiction that might qualify
- Take an active role in SCS development
- Provide detailed land use information, if interested
- Make a consistency finding for projects that potentially qualify for SB 375 streamlining (after SCS adoption)

CEQA Streamlining

SCAG's Role

SCAG's Role

- Collect data
- Prepare SCS
- Incorporate data into SCS to facilitate consistency findings by local jurisdictions



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Next Steps

2012 RTP/SCS Development

Next Steps for Local Jurisdictions

Survey Input

- Transportation Demand Management (TDM)
- Local Planning Factors
- CEQA Streamlining and Sustainability

Review of preliminary land-use scenarios

- Review/revise preliminary land-use scenarios provided on Local Sustainability Planning Tool
- Approve or submit revisions to SCAG

Input is requested by March 25, 2011

2012 RTP/SCS Development

Draft SCS

After planning sessions and follow-up, SCAG will:

- Revise preliminary scenarios to reflect input provided
- Measure GHG emissions reductions for preliminary land use scenarios
- Develop policy-based, alternative land use scenarios

SCAG will hold workshops in subregions in Spring/Summer introducing a draft SCS

2012 RTP/SCS Development

SCAG Contacts

Local Planning Factors

- Ma'Ayn Johnson – (213) 236-1975 johnson@scag.ca.gov

Sustainability

- Grieg Asher – (213) 236-1869 asher@scag.ca.gov

CEQA Streamlining

- Jennifer Sarnecki – (213) 236-1829 sarnecki@scag.ca.gov

Transportation

- Ryan Kuo – (213) 236-1813 kuo@scag.ca.gov

TDM

- Alan Thompson – (213) 236-1940 thompson@scag.ca.gov

Local Sustainability Planning Tool

- JungA Uhm – (213) 236-1939 uhm@scag.ca.gov

GIS Maps

- Kimberly Clark – (213) 236-1844 clark@scag.ca.gov



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Thank you

<http://scag.ca.gov/rtp2012>